

SCIP CONTINGENCY
#2

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Delhi Township **CODE#** 061-21504

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 12 / 05

CONTACT: Robert W. Bass **PHONE #** (513) 922 - 8609

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 347-2874 **E-MAIL** rbass@delhi.oh.us

PROJECT NAME: Morrvue-Pembina Improvement Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$267,500.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 535,000.00

FUNDING REQUESTED: \$ 267,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 267,500 **LOAN ASSISTANCE:** \$ _____

SCIP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

RLP LOAN: \$ _____ **RATE:** _____ % **TERM:** _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program

☐ Small Government Program

OFFICE OF NEW CURLING
COUNTY ENGINEER
2007 SEP 17 PM 1:2

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ **RLP Loan** _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

a.)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ 0.00
	2. Final Design	\$ 0.00
	3. Other Engineer Services *	\$ 0.00
	Supervision	\$ 0.00
	Miscellaneous	\$ 0.00
b.)	Acquisition Expenses:	
	1. Land	\$ 0.00
	2. Right-of-Way	\$ 0.00
c.)	Construction Costs:	\$ 487,085.00
d.)	Equipment Purchased directly:	\$ 0.00
e.)	Other Direct Expenses:	\$ 0.00
f.)	Contingencies:	\$ 47,915.00
g.)	TOTAL ESTIMATED COSTS:	\$ 535,000.00

MBE Force Account
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ 0.00	0
b.) Local Public Revenues	\$ 267,500.00	50
c.) Local Private Revenues	\$ 0.00	0
d.) Other Public Revenues		
1. ODOT PID# _____	\$ 0.00	0
2. EPA/OWDA _____	\$ 0.00	0
SUB TOTAL LOCAL RESOURCES:	\$ 267,500.00	50
e.) OPWC Funds		
1. Grant	\$ 267,500.00	50
2. Loan	\$ 0.00	0
3. Loan Assistance	\$ 0.00	0
SUB TOTAL OPWC RESOURCES:	\$ 267,500.00	
f.) TOTAL FINANCIAL RESOURCES:	\$ 535,000.00	100

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Morrvue-Pembina Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Morrvue and Pembina Drives are located in the Friendly Acres Subdivision which is located in central Delhi Township.

PROJECT ZIP CODE: 45238

b: PROJECT COMPONENTS:

This partial reconstruction project consists of complete curb replacement, extensive full depth (10% of total surface) and partial depth (50% of all joints at 2" width) repairs, milling the existing overlay and a new asphalt surface. Drainage corrections will be made as needed.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Roadway widths are 25 feet from back-to-back of curb. Old overlays are brittle and do little to mask the severe joint and block damage to the original surface. Water collects as ponds on the roadway surfaces (see photos) due to uneven and broken slabs beneath the overlays. Surface and subgrade level water intrusion causes base failures throughout. See additional support information for pavement management system ratings and roadway deficiencies. Photo documentation backs up the pavement management results and joint heaving (photos were taken in August).

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

Current service capacity design is adequate for the existing use. Maximum ADT = 3706 vehicles per day x 1.2 = 4447 total users.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 535,000.00	100%
State Funds Requested for Repair and Replacement	\$ 267,500.00	50%
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 0.00	0%
State Funds Requested for New and Expansion	\$ 0.00	0%

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/01/08</u>	<u>02/28/08</u>
4.2 Bid Advertisement:	<u>03/01/08</u>	<u>05/30/08</u>
4.3 Construction:	<u>07/01/08</u>	<u>12/15/08</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>Jerome F. Luebbers</u>
TITLE	<u>Trustee – C.E.O.</u>
STREET	<u>934 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 3111</u>
FAX	<u>(513) 922 - 9315</u>
E-MAIL	<u>N/A</u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Kenneth J. Ryan</u>
TITLE	<u>Clerk– C.F.O.</u>
STREET	<u>934 Neeb Road</u>
CITY/ZIP	<u>Cincinnati, Ohio 45233</u>
PHONE	<u>(513) 922 - 3111</u>
FAX	<u>(513) 922 - 9315</u>
E-MAIL	<u>ken.ryan@fortwashington.com</u>

5.3 PROJECT MANAGER

TITLE	<u>Robert W. Bass</u>
STREET	<u>Highway Supt.-Project Manager</u>
CITY/ZIP	<u>665 Neeb Road</u>
PHONE	<u>Cincinnati, Ohio 45233</u>
FAX	<u>(513) 922 - 8609</u>
E-MAIL	<u>(513) 347 - 2874</u>
	<u>rbass@delhi.oh.us</u>

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

☒ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

☒ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

☐ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

☒ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

☒ A: Attached.

☐ B: Report/Update Filed with the Commission within the last twelve months.

Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

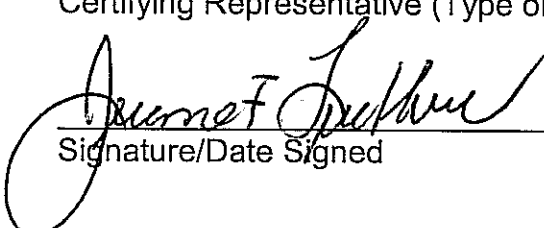
☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Jerome F. Luebbbers – Chief Executive Officer
Certifying Representative (Type or Print Name and Title)


Signature/Date Signed

September 12, 2007

Delhi Township
Public Works Department
Rehabilitation and Repair Project
Morrvue/Pembina

ITEM	202	203	251	252	254	254	448	448	604	604	604
MEASURE	CON. WALK	EXC. W/	P.D.	F.D. RIGID	PATCH PLAN.	PMT.	A.C. CON.	A.C. CON.	C.B.	C.B. REC.	C.B.
	REM.	EMB.	REPAIR	REPAIR	SURF.	PLANING	INT.	SUR.	ADJ. (SGI)	(SGI)	ADJ. (DGI)
	S.F.	C. Y.	S. Y.	S. Y.	S. Y.	S. Y.	C. Y.	C. Y.	EA.	EA.	EA.
UNIT COST											
STREET	\$1.60	\$64.43	\$36.58	\$65.84	\$1.12	\$1.57	\$119.13	\$120.18	\$426.74	\$645.81	\$428.06
Morrvue	5,525.00	118.00	630.60	1,182.00	79.00	7,883.00	219.00	329.00	3.00	4.00	3.00
Subtotal	\$8,641.60	\$7,602.74	\$23,067.35	\$77,822.88	\$88.48	\$12,376.31	\$26,089.47	\$39,539.22	\$1,280.22	\$2,583.24	\$1,284.18
Pembina	1,820.00	38.00	202.00	379.00	25.00	2,528.00	70.00	105.00	1.00	1.00	1.00
Subtotal	\$2,912.00	\$2,448.34	\$7,389.16	\$24,953.36	\$28.00	\$3,968.96	\$8,339.10	\$12,618.90	\$426.74	\$645.81	\$428.06
Contingencies	734.60	15.60	83.26	156.10	10.40	1,041.10	28.90	43.40	0.40	0.50	0.40
Subtotal	\$1,175.36	\$1,005.11	\$3,045.65	\$10,277.62	\$11.65	\$1,634.53	\$3,442.86	\$5,215.81	\$170.70	\$322.91	\$171.22
Grand Total QuantL	8,080.60	171.60	915.96	17,771.00	114.40	11,452.40	377.90	477.40	4.40	5.50	4.40
Grand Total Price	\$12,928.96	\$11,056.19	\$33,502.16	\$113,053.86	\$128.13	\$17,979.80	\$37,871.43	\$57,373.93	\$1,877.66	\$3,551.96	\$1,883.46

Delhi Township
Public Works Department
Rehabilitation and Repair Project
Morrue/Pembina

ITEM	604 C.B. REC. (DGI)	604 STM. MH. ADJ.	604 SAN. MH. ADJ.	604 STM. MH. REC.	604 SAN. MH. REC.	608 CURB RAMP	608 SIDEWALK	609 MODIFIED CURB	609 24" CURB REPAIR	614 MAINT. TRAFFIC	SPL DWNST. ADJ. (AS DIR)	TOTAL COST
MEASURE	EA.	EA.	EA.	EA.	EA.	S.F.	S.F.	L.F.	L.F.	L.S.	L.F.	
UNIT COST	\$967.54	\$107.64	\$107.64	\$430.54	\$430.54	\$4.85	\$4.31	\$16.15	\$22.06	\$7,926.58	\$10.45	
STREET												
Morrue												
Subtotal	4.00	3.00	3.00	3.00	3.00	1,150.00	5,526.00	150.00	5,526.00	0.50	100.00	
Pembina												
Subtotal	1.00	1.00	2.00	1.00	2.00	\$5,577.50	\$23,817.06	\$2,422.50	\$121,903.56	\$3,953.29	\$1,045.00	\$366,403.84
Contingencies												
Subtotal	0.50	0.40	0.50	0.40	0.50	230.00	1,820.00	30.00	1,790.00	0.50	100.00	
	\$483.77	\$43.06	\$53.82	\$172.22	\$215.27	\$1,115.50	\$7,844.20	\$484.50	\$39,497.40	\$3,953.29	\$1,045.00	\$120,690.40
Grand Total Quant.	5.50	4.40	5.50	4.40	5.50	1,516.00	8,080.60	190.00	8,047.60	1.00	220.00	
Grand Total Price	\$5,321.47	\$473.52	\$592.02	\$1,894.38	\$2,367.97	\$7,362.30	\$34,827.39	\$3,197.70	\$177,530.06	\$7,926.58	\$2,299.00	\$535,000.00

This is to certify that upon the satisfactory completion of this work,
the useful life of the streets on this project will be at least 30 years.

Signed: *William W. Breyer* E.P.S.



Michael Davis, Trustee
Albert Duebber, Trustee
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

ENABLING LEGISLATION

Trustee Luebbers moved and Trustee Davis seconded to apply to the District 2 Integrating Committee for the below mentioned projects (in the priority order listed) and to appoint Jerome F. Luebbers as Chief Executive Officer, Kenneth J. Ryan as Chief Financial Officer and Robert W. Bass as Project Manager.

Projects being requested for SCIP Funding for Program Year 2003

- | | | |
|-----|---|----------------------|
| 1.) | Morrvue-Pembina Improvement Project
(township construction match is 50%) | <u>\$ 535,000.00</u> |
|-----|---|----------------------|

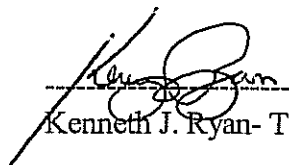
Grand Total	\$ 535,000.00
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Trustees Duebber, Davis and Luebbers voted aye at roll call. **Motion Carried.**

Certificate of Clerk

It is hereby certified that the foregoing is a true and correct copy of a motion passed by the Delhi Township Board of Trustees in session on September 12, 2007.

In witness whereof I have hereunto set my hand this 12th day of September, 2007.


Kenneth J. Ryan- Township Clerk



Michael Davis, Trustee
Albert Duebber, Trustee
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

STATUS OF FUNDS

This is to certify that Delhi Townships portion for the funding of this project is available or will become available on January 1, 2008.


Kenneth J. Ryan
Township Chief Fiscal & Financial Officer



Address **Morrvue Dr**
Cincinnati, OH 45238





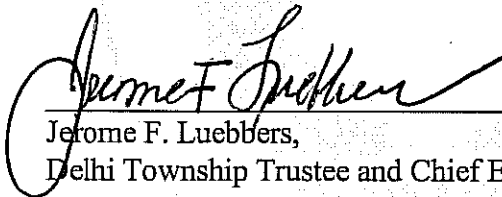
Michael Davis, Trustee
Albert Duebber, Trustee
Jerome Luebbers, Trustee

Kenneth Ryan, Fiscal Officer

Robert Bass, Public Works Director

CERTIFICATION OF TRAFFIC VOLUME

This statement is to certify that traffic volumes noted for this project are true and correct to the best of my knowledge.


Jerome F. Luebbers,
Delhi Township Trustee and Chief Executive Officer

PEMBINA DRIVE PMS CONDITION SURVEY

CONDITION RATING FORM		Carried	Road Name:	PEMBINA DRIVE	012/010	
F	Section No:	363	Area (yd²):	2528.06	Maintenance Factor (MF):	1.40
A	Survey Date:	1/21/2007	Bus Route:	No	Transit Factor (TR):	1.00
C	Maintenance Index (MI):	4	Average Daily Traffic (ADT):	68	Traffic Factor (TF):	1.00
T	Ride Quality Index (RQI):	1	Classification:	Local	Class Factor (FC):	1.00
S	% Curb Deterioration:	12.00%	Pavement Type:	Composite	Unit Cost (\$):	\$108.47

Distress Type	Category	Severity	Extent	Deduction	PCI	Condition
>> Ravelling	1	3	4	20.00	70.00	Very Poor
Bond Loss	1	0	0	0.00	61.75	Very Poor
>> Patch Deterioration	1	3	2	10.00	89.00	Fair
Corrugation or Slippage Cracking	1	0	0	0.00	72.43	Very Poor
>> Transverse Cracking	2	2	2	12.25	20.75	Failed
>> Longitudinal Cracking	2	2	3	14.00		
>> Reflective Cracking	2	2	2	12.00		
Pumping	2	0	0	0.00		
Settlement	2	0	0	0.00		
>> Shattered/Swell Slab	2	1	4	10.00		
>> Potholes	1	1	1	1.00		

Priority Index (PI):	6.75
Strategy:	Reconstruction
Cost:	\$274,218.19
Maintenance Actions:	
Assign Maximum Priority?	Yes
	No

CRACKS:	C S	PS	C NS	C N/A	Rated By:	Carried from 2006 survey.
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First Record	Next Record	Previous Record	Last Record
Delete Record	New Record	Save	Find
Browse	Go To...		

Back to Inventory

The condition survey shows high severity ravelling and patch deterioration; moderate severity transverse, longitudinal and reflective cracking along with shattered/swelled slabs over 100% of the survey area; and low severity potholes. Component PCI's are fair (support) to very poor (surface, cracking and structural). This equates to an overall Pavement Condition Index of 20.75 (failed). A visual survey of the roadway will confirm the PMS survey distresses.

Road Maintenance Department

Pavement Management System

Road Inventory Form

SECTION	Section Number: 363	State Route: 90	Inventory Date: 2/26/1990
	Name: PEMBINA DRIVE		Completed By: DAS
	From: PLOVER DRIVE		Jurisdiction: Township
	To: END		Length (ft): 910.1
GENERAL	Direction To: SouthWest	Subdivision: EILEEN GARDEN	Classification: Local
	R.O.W Width (ft): 50	Salt Route: 4	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1
PAVEMENT	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
	Pavement Layer:	Type:	Thickness:
	Subgrade	Subgrade	9/1/1993
	Basecourse	Concrete	6
	Surface	Asphalt	2
SHOULDER	Area (yd^2): 2,528.06	Features:	
TRAFFIC	Average Daily Traffic (ADT): 68		
	% Trucks: 0.0	Bus Route: No	
TRAFFIC	Study: 2	Year: 1990	
	No. Of Traffic Signs: 0		
TRAFFIC	No. of Culverts: 0	No. of Driveways: 33	
	No. of Bridges: 0	No. of RR_Xings: 0	
TRAFFIC	No. of Inlets: 4	No. of Manholes: 6	

Remarks

Delhi Township

Road Maintenance Department
Pavement Management System

Road Condition Report

2007

6/4/2007

Page 1

Section Number	Road Name	From	To	Class	Area (YxZ)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
363	PEMBINA DRIVE	PLOVER DRIVE	END	Local	2,528.1	910.1	Composite	68	4.00	20.75	Failed	E	1.43	\$274,218.19
Report Totals:					No. Of Sections:	1	2528.06	0.17	Miles	Network PCI:	20.75	Failed		\$274,218.19

MORRUE DRIVE PMS CONDITION SURVEY

(Delhi Road to Cannas Drive)

CONDITION RATING FORM				Carried		Road Name: MORRUE DRIVE		01/2010																																																																																					
F	Section No:	190	Area (sq ft):	4239.17	Maintenance Factor (MF):	1.40	First Record																																																																																						
A	Survey Date:	1/21/2007	Bus Route:	No	Traffic Factor (TR):	1.00	Next Record																																																																																						
C	Maintenance Index (MI):	4	Average Daily Traffic (ADT):	1404	Traffic Factor (TF):	1.40	Previous Record																																																																																						
I	Ride Quality Index (RQI):	2	Classification:	Collector	Class Factor (FC):	1.10	Last Record																																																																																						
S	% Curb Deterioration:	2.00%	Pavement Type:	Composite	Unit Cost (\$):	\$21.46																																																																																							
<table border="1"> <thead> <tr> <th>Distress Type</th> <th>Category</th> <th>Severity</th> <th>Extent</th> <th>Deduction</th> <th>PCI</th> <th>Condition</th> </tr> </thead> <tbody> <tr> <td>>> Ravelling</td> <td>1</td> <td>3</td> <td>1</td> <td>4.00</td> <td>96.00</td> <td>Very Good</td> </tr> <tr> <td>Board Loss</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>59.80</td> <td>Failed</td> </tr> <tr> <td>Patch Deterioration</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>85.85</td> <td>Fair</td> </tr> <tr> <td>Corrugation or Slipage Cracking</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td>68.94</td> <td>Failed</td> </tr> <tr> <td>>> Transverse Cracking</td> <td>2</td> <td>2</td> <td>2</td> <td>12.25</td> <td>41.65</td> <td>Poor</td> </tr> <tr> <td>>> Longitudinal Cracking</td> <td>2</td> <td>2</td> <td>2</td> <td>8.75</td> <td></td> <td></td> </tr> <tr> <td>>> Reflective Cracking</td> <td>2</td> <td>2</td> <td>3</td> <td>19.20</td> <td></td> <td></td> </tr> <tr> <td>Pumping</td> <td>2</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> <tr> <td>>> Settlement</td> <td>2</td> <td>2</td> <td>1</td> <td>5.40</td> <td></td> <td></td> </tr> <tr> <td>>> Shattered/Swell Slab</td> <td>2</td> <td>2</td> <td>2</td> <td>8.75</td> <td></td> <td></td> </tr> <tr> <td>Potholes</td> <td>1</td> <td>0</td> <td>0</td> <td>0.00</td> <td></td> <td></td> </tr> </tbody> </table>										Distress Type	Category	Severity	Extent	Deduction	PCI	Condition	>> Ravelling	1	3	1	4.00	96.00	Very Good	Board Loss	1	0	0	0.00	59.80	Failed	Patch Deterioration	1	0	0	0.00	85.85	Fair	Corrugation or Slipage Cracking	1	0	0	0.00	68.94	Failed	>> Transverse Cracking	2	2	2	12.25	41.65	Poor	>> Longitudinal Cracking	2	2	2	8.75			>> Reflective Cracking	2	2	3	19.20			Pumping	2	0	0	0.00			>> Settlement	2	2	1	5.40			>> Shattered/Swell Slab	2	2	2	8.75			Potholes	1	0	0	0.00		
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>> Reflective Cracking	2	2	3	19.20																																																																																									
Pumping	2	0	0	0.00																																																																																									
>> Settlement	2	2	1	5.40																																																																																									
>> Shattered/Swell Slab	2	2	2	8.75																																																																																									
Potholes	1	0	0	0.00																																																																																									
Priority Index (PI): 5.18 Strategy: ID Rehabilitation Cost: \$90,972.52					Assign Maximum Priority? <input type="radio"/> Yes <input checked="" type="radio"/> No																																																																																								
Maintenance Actions: Crack Sealing Overlay					Back to Inventory																																																																																								
CRACKS: C S C P5 G NS C N/A Rated By: Carried from 2006 survey.					Delete Record New Record Save Find Browse Go To...																																																																																								

The condition survey shows high severity raveling, and moderate severity transverse, longitudinal and reflective cracking along with shattered/swelled and settled (vertically depressed) slabs over 50% of the survey area, and low severity potholes. Component PCI's are very good (surface), fair (support) to failed (cracking and structural). This equates to an overall Pavement Condition Index of 41.65 (poor). A visual survey of the roadway will confirm the PMS survey distresses.

Road Maintenance Department

Pavement Management System

Road Inventory Form

S E C T I O N	Section Number: 189		State Route: 43		Inventory Date: 2/26/1990	
	Name: MORRVUE DRIVE				Completed By: DAS	
	From: DELHI PIKE				Jurisdiction: Township	
	To: CANNAS DRIVE				Length (ft): 1,311.6	
G E N E R A L	Direction To: North		Subdivision: FRIENDLY ACRES		Classification: Main	
	R.O.W Width (ft): 50		Salt Route: 4		Travel Lanes: 2	
	Type Of Median: None				Parking Lanes: 1	
P A V E - - - M E N T	Pavement Type: Composite		Width (ft): 25		No. Of Layers: 3	
	Pavement Layer:		Type:		Thickness:	
	Subgrade		Subgrade		9/1/1993	
	Basecourse		Concrete		7.3 9/1/1993	
	Surface		Asphalt		1.3 9/1/1993	
Area (yd^2): 3,643.33		Features:				
S H O U L D E R	Type:	Width (in):	C U R B	Type:	Width (in):	
	Left: Earthwork	12.5		Left: Rolled Concrete	1311.6	
	Right: Earthwork	12.5		Right: Rolled Concrete	1311.6	
T R A F F I C	Average Daily Traffic (ADT): 3638		S T R U C T U R E	No. of Culverts: 0 No. of Driveways: 46		
	% Trucks: 0.0	Bus Route: No		No. of Bridges: 0 No. of RR_Xings: 0		
	Study: 2	Year: 1990		No. of Inlets: 8 No. of Manholes: 7		
	No. Of Traffic Signs: 0					

Remarks

Delhi Township

Road Maintenance Department
Pavement Management System

Road Condition Report

2007

Section Number	Road Name	From	To	Class	Area (Vv2)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
189	MORRVUE DRIVE	DELHI PIKE	CANNAS DRIVE	Main	3,643.3	1,311.6	Composite	3,638	4.00	43.80	Poor	D	1.43	\$78,185.93
Report Totals:					No. Of Sections:	1	3643.33	0.25	Miles	Network PCI:	43.80	Poor		\$78,185.93

MORRYUE DRIVE PMS CONDITION SURVEY

(Cannas Drive to Alomar Drive)

CONDITION RATING FORM				Carried	Road Name:	MORRYUE DRIVE	0122010	
F	Section No:	189	Area (yd^2):	3643.33	Maintenance Factor (MF):	1.40	First Record	
A	Survey Date:	1/21/2007	Bus Route:	No	Transit Factor (TR):	1.00	Next Record	
C	Maintenance Index (MI):	4	Average Daily Traffic (ADT):	3638	Traffic Factor (TF):	1.50	Previous Record	
T	Ride Quality Index (RQI):	3	Classification:	Main	Class Factor (FC):	1.20	Last Record	
S	% Curb Deterioration:	4.00%	Pavement Type:	Composite	Unit Cost (\$):	\$21.46		
C	Distress Type		Category	Severity	Extent	Deduction	PCI	Condition
O	>>	Raveling	1	2	4	10.00	75.60	Very Poor
N		Bond Loss	1	0	0	0.00	81.60	Fair
D		Patch Deterioration	1	0	0	0.00	86.60	Fair
I	>>	Corrugation or Slippage Cracking	1	2	2	14.40	81.83	Poor
I	>>	Transverse Cracking	2	1	2	7.00	43.80	Poor
N	>>	Longitudinal Cracking	2	1	3	6.40		
A	>>	Reflective Cracking	2	0	0	0.00		
N	>>	Pumping	2	2	1	5.40		
D	>>	Settlement	2	1	3	8.00		
R	>>	Shattered/Swell Slab	1	0	0	0.00		
A		Potholes	1	0	0	0.00		
T	CRACKS:		C S G PS C NS C N/A		Rated By:	Carried from 2006 survey.	Priority Index (PI): 5/75 Strategy: ID Rehabilitation Cost: \$78,185.93 Maintenance Actions: Crack Sealing Overlay Assign Maximum Priority? <input type="radio"/> Yes <input checked="" type="radio"/> No	

[Delete Record](#)
[New Record](#)
[Save](#)
[End](#)
[Browse](#)
[Go To...](#)

[Previous Record](#)
[Last Record](#)

[Back to Inventory](#)

The condition survey shows moderate severity raveling over 100% of the survey area along with corrugation or slippage cracking and settled (vertically depressed) slabs, and low severity transverse, longitudinal and reflective cracking, with shattered slabs over 750% of the pavement. Component PCI's are fair (support and cracking) and poor (structural) to very poor (surface). This equates to an overall Pavement Condition Index of 43.80 (poor). A visual survey of the roadway will confirm the PMS survey distresses.

Delhi Township

Road Maintenance Department

Pavement Management System

Road Inventory Form

SECTION	Section Number: 190	State Route: 43	Inventory Date: 2/26/1990
	Name: MORRVUE DRIVE		Completed By: DAS
	From: CANNAS DRIVE		Jurisdiction: Township
	To: ALOMAR DRIVE		Length (ft): 1,526.1
GENERAL	Direction To: North	Subdivision: FRIENDLY ACRES	Classification: Collector
	R.O.W Width (ft): 50	Salt Route: 4	Travel Lanes: 2
	Type Of Median: None		Parking Lanes: 1
PAVEMENT	Pavement Type: Composite	Width (ft): 25	No. Of Layers: 3
	Pavement Layer:	Type:	Thickness:
	Subgrade	Subgrade	9/1/1993
	Basecourse	Concrete	7.3 9/1/1993
	Surface	Asphalt	1.3 9/1/1993
SHOULDER	Area (yd^2): 4,239.17	Features:	
TRAFFIC	Average Daily Traffic (ADT): 1404	STRUCTURE	No. of Culverts: 0 No. of Driveways: 40
	% Trucks: 0.0 Bus Route: No		No. of Bridges: 0 No. of RR_Xings: 0
	Study: 2 Year: 1990		No. of Inlets: 6 No. of Manholes: 5
	No. Of Traffic Signs: 0		

Remarks

Delhi Township

Road Maintenance Department

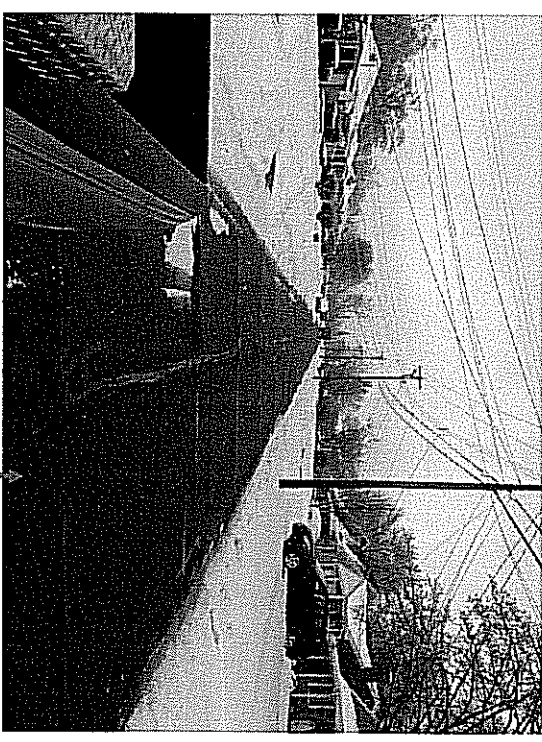
Pavement Management System

Road Condition Report

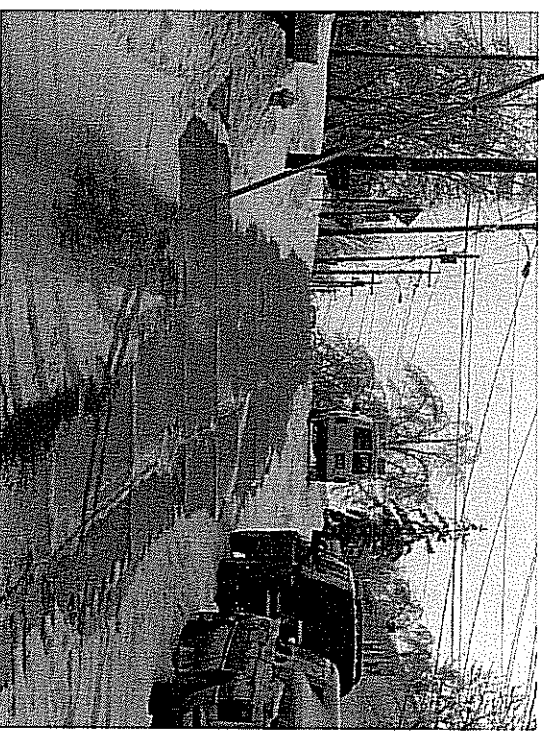
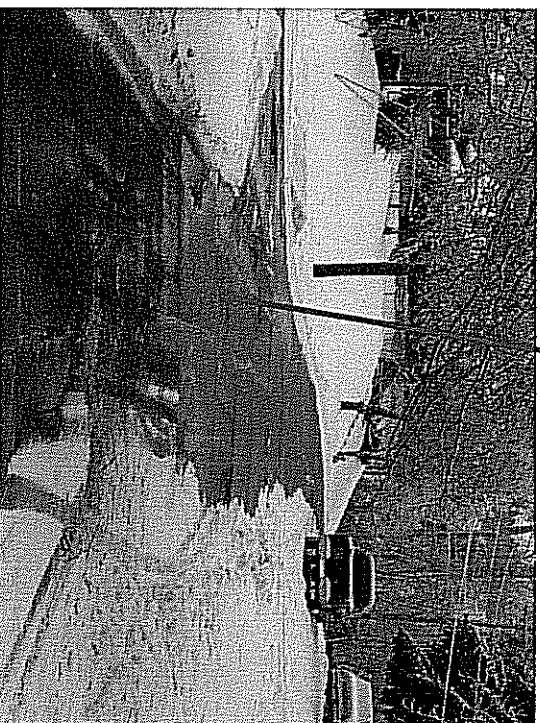
2007

Section Number	Road Name	From	To	Class	Area (Yv2)	Length (ft)	Pavement Type	ADT	MI	PCI	Condition	ST	PI	Cost (\$)
190	MORRVUE DRIVE	CANNAS DRIVE	ALOMAR DRIVE	Collector	4,239.2	1,526.1	Composite	1,404	4.00	41.65	Poor	D	1.43	\$90,972.52
Report Totals:				No. Of Sections:	1	4239.17	0.29 Miles	Network PCI:	41.65	Poor				\$90,972.52

MORRUE DRIVE



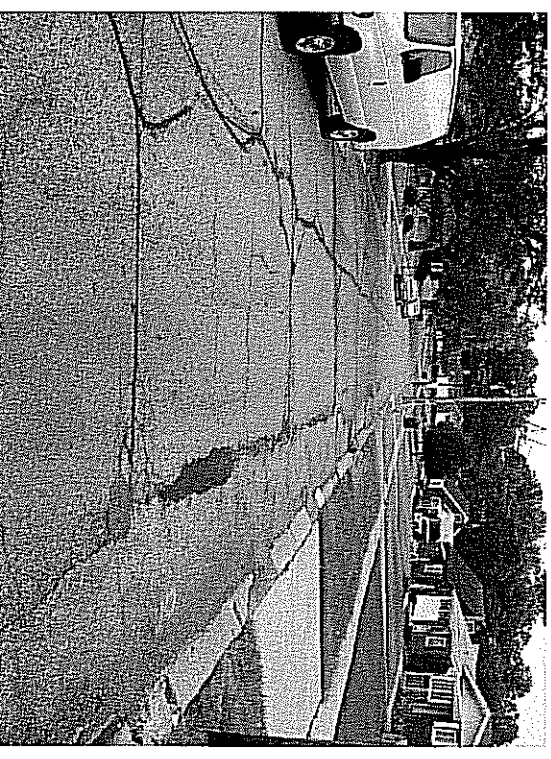
Icing in and near intersection and in travel lane – Severe joint heaving



PEMBINA DRIVE



Photos show severe cracking & faulted slabs with 4" and greater differential



MEMORANDUM

TO: Board of Trustees
FROM: Robert W. Bass
RE: SCIP Applications
DATE: September 6, 2007

Another round (Program Year 2008) of the State Capital Improvement Program (SCIP) and Local Transportation Improvement Program (LTIP) is upon us. As usual, OPWC requires enabling legislation from the applying subdivision for each application. Please pass a resolution to apply for the following project in the priority order listed:

<u>Project Name</u>	<u>Township Match</u>	<u>Grant Amount</u>	<u>Project Total</u>
1) Morrvue-Pembina Improvements*	\$267,500.00	\$267,500.00	\$535,000.00
TOTAL	\$267,500.00	\$267,500.00	\$535,000.00

As you can see, the total project request is for \$535,000.00 while the grant amount would be for \$267,500.00.

Please include the following project appointments in the resolution:

Jerome F. Luebbers – Chief Executive Officer

Kenneth J. Ryan – Chief financial Officer

Robert W. Bass – Project Manager

If you have any questions please ask. Thanks.

RWB

First Reading: September 12, 2007
Second Reading: dispensed

RESOLUTION NO. 2007-_____
RESOLUTION AUTHORIZING APPLICATION FOR A GRANT FROM THE
STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) OF THE OPWC TO ASSIST IN THE
COST OF THE REHABILITATION AND REPAIR PROJECT ON MORRVUE AND PEMBINA DRIVES,
AUTHORIZING THE DIRECTOR OF PUBLIC WORKS TO EXECUTE ANY REQUIRED DOCUMENTS IN
CONNECTION WITH THE GRANT APPLICATION; APPOINTING OFFICERS
AND
DISPENSING WITH THE SECOND READING

WHEREAS, the Delhi Township Board of Trustees finds it necessary and that the public welfare and convenience require that certain township roads be repaired, maintained, reconstructed, resurfaced and improved; and

WHEREAS, the Board of Trustees desires to apply for State of Ohio Issue 2 Grant Funds through the State Capital Improvement Program (SCIP) of the OPWC to assist in the rehabilitation and repair of Morrvue and Pembina Drives in the amount of \$267,500.00.

BE IT RESOLVED, by the Trustees of Delhi Township, Hamilton County, Ohio, as follows:

SECTION 1-A:

That the Board of Trustees make application for State of Ohio Issue 2 Grant Funds through the State Capital Improvement Program (SCIP) of the OPWC for the following projects in the priority order listed:

<u>Project Name</u>	<u>Township Match</u>	<u>Grant Amount</u>	<u>Project Total</u>
1) Morrvue-Pembina Improvements	\$267,500.00	\$267,500.00	\$535,000.00
TOTAL	\$267,500.00	\$267,500.00	\$535,000.00

SECTION 1-B:

That Robert W. Bass, Director of Public Works, be and hereby is authorized to submit and execute any documents required in connection with the grant application authorized herein.

SECTION 1-C:

That Jerome F. Luebbers serve as Chief Executive Officer, Kenneth J. Ryan serve as Chief Financial Officer and Robert W. Bass serve as Project Manager for purpose of the Project Grant Agreement.

SECTION 2:

The Trustees of Delhi Township upon majority vote do hereby dispense with the requirement that this resolution be read on two separate days, and hereby authorize the adoption of this resolution upon its first reading.

SECTION 3:

This resolution shall take effect on September 12, 2007, following the filing of this resolution with the Delhi Township Fiscal Officer.

SECTION 4:

It is hereby determined that all formal actions of the Board of Trustees relating to the adoption of this Resolution were taken in an open meeting of the Board of Township Trustees and that all deliberations of such Board of Trustees were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

INTRODUCTION AND VOTE RECORD: Trustee _____ introduced the foregoing Resolution and moved its adoption. Trustee _____ seconded the Motion. The roll being called upon the question of adoption of the Resolution by the Township Fiscal Officer, the vote resulted as follows:

Mr. Luebbers _____ Mr. Davis _____ Mr. Duebber _____

Adopted at the meeting of the Board of Trustees this 12th day of September, 2007.

Albert C. Duebber, President

Michael D. Davis, Vice President

Jerome F. Luebbers, Trustee

AUTHENTICATION

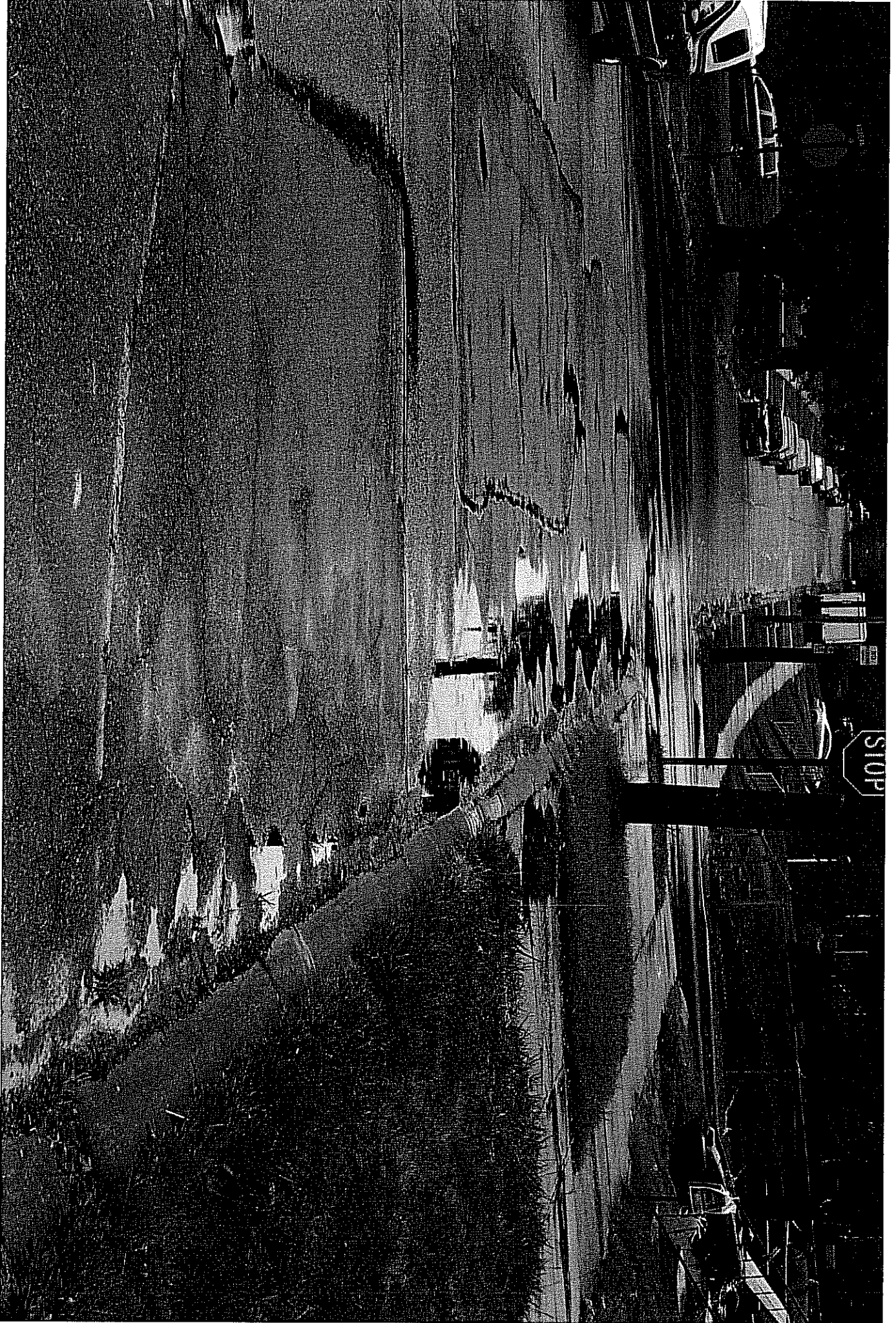
This is to certify that this resolution was duly adopted by the Board of Trustees, and filed with the Delhi Township Fiscal Officer, this 12th day of September, 2007.

Kenneth J. Ryan
Delhi Township Fiscal Officer

APPROVED AS TO FORM:

David C. Lane, Law Director

dt\roads\opwc-grantapp-res



ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Delhi Township's ASTM D6433-99 based Pavement Management System shows high severity deterioration in the categories of raveling; and patch deterioration over 100% and 50% of the pavement sections respectively. It also shows intermediate severity deterioration over 50% to 75% of the pavement in the following categories: transverse, longitudinal and reflective cracking; and faulted, settled, shattered and swelled slabs. The pavement rating shows an immediate maintenance priority and the ride quality is at the worst possible rating. The structural PCIs and the cracking P.C.I. have failed leaving no alternative but to reconstruct. Overall pavement ratings average critical (FINAL PCI AVGs = 35.40 – Very Poor). Partial reconstruction is required to correct a multitude of subgrade and surface drainage problems that have caused the base to fail and roadway icing. Greater than 60% of the curbing has failed which necessitates replacement. Alligator type, block cracking throughout indicates full depth failure. Both streets in this subdivision were developed simultaneously in the 1960s.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The Township has received numerous complaints regarding the overall condition flaws on the streets in this application. Faulting joints heave in the winter months which produce the effect of multiple speed bumps throughout the project limits and differential settlement is obvious. This makes safe travel at the posted speed limit dangerous (see photos). Safety will be improved upon completion of new roadway and drainage improvements to surface and subgrade drainage. The repair of voided subgrade and re-establishment of a new, smooth

riding surface throughout will eliminate the need to drive to avoid potholes and faulted pavements. Photos confirm roadway ponding which causes icing in the winter months.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have no effect on the public health.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Morrvue/Pembina Improvements Project

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?
(example: rates for water or sewer, frontage assessments, etc.).

No user fee funds anticipated on this project

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will have no effect on economic growth in the area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

None

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The project will have no effect on the level of service of the facility.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? N/A Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Regional significance is minimal.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 3706 X 1.20 = 4447 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Infrastructure Levy	<u>X</u>	Specify type	<u>Permanent 1.3 mill Road and Bridge Levy</u>
Facility Users Fee	_____	Specify type	_____
Dedicated Tax	_____	Specify type	_____
Other Fee, Levy or Tax	_____	Specify type	_____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009

DISCUSS IF
THIS IS CONTIGUOUS
PROJECT

NAME OF APPLICANT: Delhi Township

NAME OF PROJECT: Morrue / Pembina Improvement Project

RATING TEAM: 5

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

20

ON APPEAL - GAVE 20
DUE TO - EXTENSIVE FULL DEPTH
" " PARTIAL
" " CURB REPAIR
NO STRUCTURAL DAMAGE

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

0

Criterion 2 – Safety

The applying agency shall include in its application the type frequency, and severity of the safety problem deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%

9 – 10% to 19.99%

8 – 20% to 29.99%

7 – 30% to 39.99%

6 – 40% to 49.99%

5 – 50% to 59.99%

4 – 60% to 69.99%

3 – 70% to 79.99%

2 – 80% to 89.99%

1 – 90% to 95%

0 – Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

List total percentage of "Local" funds _____ %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – OTHER

List total percentage of “Other” funds 0 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

- 5 - Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20
- 3 - Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20
- 0 - Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 – Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

Appeal Score

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

2 - ~~3,999~~ 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

- 15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.